

What I claim as my invention is:

1. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
and which primary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which secondary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of

travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
5 joint, with the primary lifting mechanism able to exert an
upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which
secondary lifting mechanism is connected to the main body of
the aircraft by an additional tilt enabling joint, which said
10 additional tilt enabling joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
15 of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in forward, rearward and
lateral directions relative to the main body during flight
of the aircraft, in a controlled manner, and
such that a direction of travel of the aircraft during
20 flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
to the main body, and which secondary tilt enabling joint is
such that the secondary lifting mechanism can be tilted in a
25 controlled manner in a lateral direction with respect to the
main body of the aircraft during flight of the aircraft that

is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting 5 mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight 10 by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism extending thrust in a downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism extending thrust in a downward direction while the primary 15 lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting 20 mechanism are maintained in tandem order.

2. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism comprises a rotor, an engine assembly, and a plurality of blades, with the said blades connected to the rotor, and which said engine assembly is able to rotate the said rotor, with the blades connected to the rotor such that when the rotor is rotated by the said engine assembly air can be forced in a downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a downward direction by way of the blades rotating around the rotor,

and the secondary lifting mechanism comprises a rotor, an engine assembly, and a plurality of

blades, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism, and which engine assembly of the secondary lifting mechanism is able to rotate

5 the rotor of the secondary lifting mechanism, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that when the rotor of the secondary lifting mechanism is rotated by the engine assembly

10 of the secondary lifting mechanism air can be forced in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, with the secondary lifting mechanism able to exert an upward force on

15 the aft end of the main body of the aircraft by forcing air in a downward direction by way of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, and which primary lifting mechanism is connected to the

20 main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in

25 forward, rearward and lateral directions relative to the main body of the aircraft

during flight of the aircraft, in a controlled manner,
and such that a direction of
travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
5 lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
joint, with the primary lifting mechanism able to exert an
upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which
10 secondary lifting mechanism is connected to the main body of
the aircraft by an additional tilt enabling joint, which said
additional tilt enabling joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
15 tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in forward, rearward and
20 lateral directions relative to the main body during flight
of the aircraft, in a controlled manner, and
such that a direction of travel of the aircraft during
flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
25 to the main body, and which secondary tilt enabling joint is
such that the secondary lifting mechanism can be tilted in a
controlled manner in a lateral direction with respect to the

main body of the aircraft during flight of the aircraft that
is opposite to a lateral direction that the primary lifting
mechanism can be tilted in with respect to the main body of
the aircraft by means of the primary tilt enabling joint
5 during flight of the aircraft, and which secondary lifting
mechanism is able to exert an upward force on the aft end
of the main body of the aircraft through the secondary tilt
enabling joint, with the primary tilt enabling joint and the
secondary tilt enabling joint connected to the main body of
10 the aircraft, and with the aircraft able to achieve flight
by means of an upward force exerted on the main body of the
aircraft by the primary lifting mechanism forcing air in a
downward direction and an upward force exerted on the main
body of the aircraft by the secondary lifting mechanism
15 forcing air in a downward direction while the primary
lifting mechanism and the secondary lifting mechanism are
maintained in tandem order, and with controlled lateral
tilting of the primary lifting mechanism and the secondary
lifting mechanism able to occur during flight while the
20 primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

3. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft,
in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

which primary lifting mechanism is a turboprop, and which primary lifting mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction

5 by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main

10 body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

15 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

20 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during

25 flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is

such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting
5 mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary

lifting mechanism is a turboprop, which secondary lifting
10 mechanism is attached to the secondary tilt enabling joint such that air can be forced in a downward direction by the secondary lifting mechanism, and such that by forcing air in a downward direction the secondary lifting mechanism is able to exert an upward force on the aft end of the
15 main body of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint,

with the primary tilt enabling joint and the
20 secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main
25 body of the aircraft by the secondary lifting mechanism

forcing air in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

4. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism comprises a rotor, an engine assembly, and a plurality of blades, with the said blades connected to the rotor, and which said engine assembly is able to rotate the said rotor, with the blades connected to the rotor such that when the rotor is rotated by the said engine assembly air can be forced in a

downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a

5 downward direction by way of the blades rotating around the rotor,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism

10 can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft,

15 in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling

20 joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling

25 joint, and which said secondary lifting mechanism is

connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

20 and the secondary lifting mechanism comprises at least one jet engine, which said at least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine can

exert an upward force on the aft end of the main body, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint,

5 with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a

10 downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism forcing exhaust gases to travel in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral

15 tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

5. (original) The aircraft of claim 4 wherein the said at least
20 one jet engine is a turbojet.

6. (original) The aircraft of claim 4 wherein the said at least one jet engine is a turbofan.

7. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft,

in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during

15 flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that

20 is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end

25 of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the

secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism through the primary

5 tilt enabling joint and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism through the secondary tilt enabling joint while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral

10 tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

8. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

25 which primary lifting mechanism is a turboprop, and which primary lifting

mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able 5 to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,

10 and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body 15 of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary 20 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during 25 flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is

such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism comprises at least one jet engine, which said at least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine can exert an upward force on the aft end of the main body, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism

forcing exhaust gases to travel in a downward direction while
the primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order, and with controlled
lateral tilting of the primary lifting mechanism and the
secondary lifting mechanism able to occur during flight while
the primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

- 5
9. (original) The aircraft of claim 8 wherein the said
at least one jet engine is a turbojet.
- 10 10. (original) The aircraft of claim 8 wherein the said
at least one jet engine is a turbofan.

11. (original) An aircraft with a main body, a primary lifting
mechanism and a secondary lifting mechanism, which main body
has a forward end and an aft end, with the primary lifting
15 mechanism and the secondary lifting mechanism connected to
the main body of the aircraft in tandem order, and with the
aircraft able to achieve flight by means of upward forces
exerted on the main body of the aircraft by the primary
lifting mechanism and the secondary lifting mechanism while
20 the primary lifting mechanism and the secondary lifting
mechanism are connected to the main body of the aircraft in
tandem order,
and which primary lifting
mechanism comprises a rotor, an engine assembly, and a

plurality of blades, with the said blades connected to the
5 rotor, and which said engine assembly is able to rotate
the said rotor, with the blades connected to the rotor such
that when the rotor is rotated by the said engine assembly
10 air can be forced in a downward direction by means of the
blades rotating around the rotor, with the primary lifting
mechanism able to exert an upward force on the forward end
of the main body of the aircraft by forcing air in a
downward direction by way of the blades rotating
15 around the rotor,

and which primary lifting mechanism is connected to the
main body of the aircraft by a tilt enabling joint such that
during flight of the aircraft the primary lifting mechanism
can be tilted in a plurality of directions and angles relative
15 to the main body of the aircraft, in a controlled manner, and
such that the primary lifting mechanism can be tilted in
forward, rearward and lateral directions relative to the
main body of the aircraft during flight of the aircraft,
in a controlled manner, and such that a direction of
20 travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
joint, with the primary lifting mechanism able to exert an
25 upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or

15 angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that

20 is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

 and the secondary lifting

25 mechanism is a turboprop, which secondary lifting mechanism is attached to the secondary tilt enabling joint such

that air can be forced in a downward direction by
the secondary lifting mechanism, and such that by
forcing air in a downward direction the secondary
lifting mechanism is able to exert an upward force
5 on the aft end of the main body of the aircraft,
and which secondary lifting
mechanism is able to exert an upward force on the aft end
of the main body of the aircraft through the secondary tilt
enabling joint, with the primary tilt enabling joint and the
10 secondary tilt enabling joint connected to the main body of
the aircraft, and with the aircraft able to achieve flight
by means of an upward force exerted on the main body of the
aircraft by the primary lifting mechanism forcing air in a
downward direction and an upward force exerted on the main
15 body of the aircraft by the secondary lifting mechanism
forcing air in a downward direction while the primary
lifting mechanism and the secondary lifting mechanism are
maintained in tandem order, and with controlled lateral
tilting of the primary lifting mechanism and the secondary
lifting mechanism able to occur during flight while the
20 primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

12. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

which primary lifting mechanism is a turboprop, and which primary lifting mechanism is

attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able 5 to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is

10 connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary

15 tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in forward, rearward and

20 lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative

25 to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a

controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of

5 the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and which secondary lifting mechanism comprises a rotor, an engine assembly, and a plurality of blades, with the blades of the secondary

10 lifting mechanism connected to the rotor of the secondary lifting mechanism, and which engine assembly of the secondary lifting mechanism is able to rotate the rotor of the secondary lifting mechanism, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that when the rotor of

15 the secondary lifting mechanism is rotated by the engine assembly of the secondary lifting mechanism air can be forced in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, with the secondary

20 lifting mechanism able to exert an upward force on the aft end of the main body of the aircraft by forcing air in a downward direction by way of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, and which secondary lifting

mechanism is able to exert an upward force on the aft end
of the main body of the aircraft through the secondary tilt
enabling joint, with the primary tilt enabling joint and the
secondary tilt enabling joint connected to the main body of
5 the aircraft, and with the aircraft able to achieve flight
by means of an upward force exerted on the main body of the
aircraft by the primary lifting mechanism forcing air in a
downward direction and an upward force exerted on the main
body of the aircraft by the secondary lifting mechanism
10 forcing air in a downward direction while the primary
lifting mechanism and the secondary lifting mechanism are
maintained in tandem order, and with controlled lateral
tilting of the primary lifting mechanism and the secondary
lifting mechanism able to occur during flight while the
15 primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

13. (original) The aircraft of claim 2 wherein the engine assembly
of the primary lifting mechanism comprises a single engine and
the engine assembly of the secondary lifting mechanism
20 comprises a single engine.

14. (original) The aircraft of claim 2 wherein the engine assembly
of the primary lifting mechanism comprises a plurality of
engines and the engine assembly of the secondary lifting
mechanism comprises a single engine.

15. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a single engine and the engine assembly of the secondary lifting mechanism comprises a plurality of engines.

5 16. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines and the engine assembly of the secondary lifting mechanism comprises a plurality of engines.

17. (original) The aircraft of claim 4 wherein the engine assembly
10 of the primary lifting mechanism comprises a single engine.

18. (original) The aircraft of claim 4 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines.

19. (original) The aircraft of claim 11 wherein the engine assembly of the primary lifting mechanism comprises a single engine.

15 20. (original) The aircraft of claim 11 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines.

21. (original) The aircraft of claim 12 wherein the engine assembly of the secondary lifting mechanism comprises a single engine.

22. (original) The aircraft of claim 12 wherein the engine assembly of
20 the secondary lifting mechanism comprises a plurality of engines.

23-48. (Canceled).